

<b>DOCUMENT NO.</b>	D2023/7800		
<b>WORK DESCRIPTION</b>	Routine track and infrastructure maintenance at Bombo Tunnel		
<b>WPP Number</b>	SC35A2 10118	<b>SAP Code</b>	
<b>SCOPE:</b>	<p>This SWI is applicable for the worksite protection arrangements using a Track Occupancy Certificate (TOA) concerning routine network maintenance, defect management and repair of assets within the limits specified below and in the attached plan.</p> <p>Work activities include:</p> <ul style="list-style-type: none"> <li>Routine preventative and corrective work such as inspections and maintenance as appropriate for the type of protection being applied as part of this plan.</li> </ul>		
<b>AUTHORISATIONS:</b>	<p><b>Protection Officer:</b></p> <ul style="list-style-type: none"> <li>Protection Officer Level 2 or higher.</li> </ul>		
<b>SAFETY CONTROLS – Track Occupancy Authority (TOA)</b>	<p>The nominated worksite location is:</p> <ul style="list-style-type: none"> <li><b>44.6 Home Signal to 45.5 Home Signal on the South Coast Branch Line</b></li> </ul> <p>The TOA Limits are</p> <ul style="list-style-type: none"> <li>44.7 Home Signal to 45.8 Home Signal on the Bombo Quarry Siding / Kiama Down Siding</li> <li>44.3 Home Signal to 45.6 Home Signal on the South Coast Branch Line</li> <li>End of terminal line on the Turntable Siding and Kiama Down Siding</li> </ul> <p>EOL/ESML handles need to be removed for</p> <ul style="list-style-type: none"> <li>50 points at Bombo</li> <li>54 points at Kiama</li> </ul> <p>Protection is placed at:</p> <ul style="list-style-type: none"> <li>Railway Track Signal protection and Worksite Protection Markers at <b>117.215KM</b> on the <b>South Coast Branch Line</b></li> <li>Railway Track Signal protection and Worksite Protection Markers at <b>119.455KM</b> on the <b>South Coast Branch Line</b> and <b>Kiama Down Siding</b></li> </ul>		
<b>PRESTART REQUIREMENTS:</b>	<p>Protection Officer assessment checklist must be completed before instructions in this SWI are followed.</p> <p>Tools and equipment required:</p> <ul style="list-style-type: none"> <li>Protection Officer requires a phone to contact the Signaller.</li> <li>Qualified Workers placing protection require: <ul style="list-style-type: none"> <li>- 6 x Railway Track Signals</li> <li>- 2 x Worksite protection markers</li> </ul> </li> </ul>		
<b>FURTHER INFORMATION:</b>	<p><i>NWT 300 Planning work in the Rail Corridor</i></p> <p><i>NWT 304 Track Occupancy Authority</i></p> <p><i>NPR 702 Using a Track Occupancy Authority</i></p> <p><i>NRF 002 Track Occupancy Authority (TOA)</i></p> <p><i>NPR 712 Protecting work from rail traffic on adjacent lines</i></p> <p><i>NGE 200 Walking in the Danger Zone</i></p> <p><i>NPR 709 Using Railway Track Signals</i></p> <p><i>NLA 418 Wollongong – Bomaderry (Nowra)</i></p>		

**Protection Officer assessment checklist**

<b>Protection Officer's name:</b>		<b>Yes</b> <i>(Tick if Yes)</i>
This document is still current at the time of its application? (up to 12 months from the document issue date)		
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location, including: <ul style="list-style-type: none"> <li>On-site safety assessment has been completed for relevancy of works being undertaken</li> <li>The required protection details, environment and tasks are unchanged from the details of this SWI</li> </ul>		
The Protection Officer and Qualified Workers deploying qualifications are current and have practiced in the last 6 months. If not practiced, then a Rail Safety Coach must be contacted for guidance.		
<b>Corridor Safety Number</b>	<b>Protection Officer Signature</b>	<b>Date</b>

**Warning**



*If an above item does not apply, the Protection Officer must not use this Safe Work Instruction. A new worksite protection plan must be completed in accordance with NRF 014 Worksite Protection Pre-work briefing and NRF 015 Worksite Protection Plan.*

**Worksite Protection Pre-work Briefing**

Briefing date:

**Protection Officer Details**

<input type="text" value="name"/>	<input type="text" value="signature"/>	<input type="text" value="contact No."/>
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Work location:

Scope of work:

Worksite protection:  Refer to Worksite Protection Plan for details

Hazards (e.g. Site specific hazards identified, including physical environment, human errors, plant and equipment)	Controls (to be implemented to eliminate or reduce the risk to the lowest practicable level)	Person responsible for Control
<ul style="list-style-type: none"> <li><b>Struck by rail traffic</b></li> </ul>	Ensure that railways track signals are placed as per worksite protection plan contained in this document Protection Officer to verify that protection markers are placed correctly as contained in this document. Workers to remain within worksite limits as set out in this procedure.	Protection Officer
<ul style="list-style-type: none"> <li><b>Live adjacent lines</b></li> </ul>	Protection Officer's pre work brief contains designated work and walk area instructions. All work must stop when warned by Protection Officer until rail traffic has passed.	Protection Officer
<ul style="list-style-type: none"> <li><b>Access to / Egress from worksite</b></li> <li><b>Slips, trips, falls and hazards carrying equipment</b></li> </ul>	Access and egress points must be agreed prior to entering the danger zone, consideration should be given to ease of access and safest possible entry and exit points. Protection Officer will assess and instruct when it is safe for workers to use <i>NGE 200 Walking in the Danger Zone</i> to move to the worksite or safe place.	All
<ul style="list-style-type: none"> <li><b>Mobile phone</b></li> </ul>	Mobile phones use is not permitted in the danger zone unless being used by maintenance staff for critical maintenance communications or recording of defects.	All



**Workplace Supervisor Details**

name  contact No.  
 Emergency assembly point:  SWMS/SWI Ref #:   
 First Aid kit location:  First Aider:

**Workplace Supervisor Acknowledgement**

The Workplace Supervisor acknowledges that all identified WHS and rail safety hazards have the appropriate controls in place to manage and/or eliminate the hazards. Yes   signature

**Participant Acknowledgement**

**NOTE: Recipients of the briefing are to question the Briefer if they don't understand any part of this briefing.**

- All workers listed below acknowledge that they:
- |  |  |
|--|--|
| <ol style="list-style-type: none"> <li>have been inducted to the site</li> <li>are free from the effects of alcohol/drugs/fatigue</li> <li>hold the applicable and current Rail Safety Worker Authorisation, trade licence and/or induction record e.g. Construction Industry Induction</li> <li>wear the appropriate Personal Protective Equipment (PPE)</li> </ol> | <ol style="list-style-type: none"> <li>have been briefed on the contents of the Worksite Protection Plan</li> <li>have been shown the Worksite Protection Plan diagram</li> <li>understand the kinds and limits of worksite protection in place</li> <li>have been briefed about any new hazards and controls identified during the final site inspection (<i>final site inspection must be conducted immediately before commencing work</i>)</li> </ol> |
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Mark each check box below with a tick  if the item applies or a cross  if the item does not apply.

- |  |   |
|--|---|
| <input type="checkbox"/> have been informed of the requirements of the electrical permit (if required)<br><input type="checkbox"/> have been briefed on the SWMS/SWIs/documentated safe work practice for the job<br><input type="checkbox"/> have been instructed in the controls recorded in this document and SWMS/SWIs | <input type="checkbox"/> have been made aware of any hazardous materials/substances on site<br><input type="checkbox"/> have been briefed on Safety Data Sheets (SDS)<br><input type="checkbox"/> have been briefed on the WHS Management plan<br><input type="checkbox"/> have been briefed on the hazards of adjoining worksites/processes. |
|--|---|

Name	Signature	Time of briefing: hh:mm	Amendment briefing: hh:mm and initial

**Safe Work Instruction****TOA Worksite Protection Bombo Tunnel****Worksite Protection Plan – Track Occupancy Authority (TOA)****Signaller Details**

<input type="text" value="name"/>	<b>Wollongong Coast Panel</b>	<b>02 4223 5766</b>
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**Protection Officer Details**

<input type="text" value="name"/>	<input type="text" value="signature"/>	<input type="text" value="contact No."/>
<input type="text" value="RSW or RIW No."/>	<input type="text" value="designation"/>	Planned duration <input type="text"/>

Workplace Supervisor details: Type of work: **Routine network maintenance activities****Worksite Location**

On the	<input type="text" value="South Coast Branch Line"/>	
between	<input type="text" value="44.6 Home Signal"/>	and <input type="text" value="45.5 Home Signal"/>

The following are diagrams, notes and detailed instructions. These are to be read and followed as part of this worksite protection plan for TOA..

<b>INSTRUCTIONS:</b>	<ol style="list-style-type: none"> <li>Workers enter the rail corridor via Access Gate I00 117.683 U</li> <li>Protection Officer conducts the worksite protection pre-work briefing.</li> <li>Protection Officer contacts the Signaller at Wollongong Coast Panel and requests TOA.</li> <li>Instruct Qualified Workers to remove EOL key from 50 and 54 points, place Railway Track Signal protection with a Worksite Protection Marker at 117.215 KM on the South Coast Branch Line and 119.455 KM on the South Coast Branch Line.</li> <li>Protection Officer informs the workplace supervisor that it is safe for work to start.</li> <li>Workers start work.</li> <li>After all work is completed, move all workers and equipment into a safe place.</li> <li>Instruct Qualified Workers to remove Railway Track Signal protection, Worksite Protection Markers from the TOA and return EOL key to 50 and 54 points</li> <li>Workers egress the rail corridor via I00 117.683 U</li> <li>After all protection is removed, Protection Officer contacts the Signaller Wollongong Coast Panel that work is complete, all protection has been removed from the line, workers and equipment are clear of the Danger Zone and if any restrictions have been applied to fulfil the TOA.</li> </ol>
<b>ADDITIONAL INFORMATION</b>	<p>EOL/ESML must be secured to protect TOA as per NLA 418.</p> <p>In the event rail traffic is stabled in the Turntable or Kiama Down Siding the protection officer will place 3 Railway Track Signals and a Worksite protection marker directly in front of the stabled rail traffic to prevent unauthorised movements within the TOA and complete section 7 of NRF 002 with the issuing signaller.</p>

TOA LIMITS:



Image 1: Wollongong Side TOA Limits 44.7 Home signal



Image 2: Wollongong Side TOA Limits 44.3 Home



Image 3: Berry Side TOA Limits 45.6 Signal



Image 4: Berry Side TOA Limits – End of Terminal Line Turntable Siding Kiama





Image 5: Berry Side TOA Limits – End of Terminal Line Kiama Down Siding

EOL CABINETS



Image :EOL Cabinet 54 points



Image: EOL Cabinet 50 points

Diagram

**LEGEND**

- Worksite
- TOA
- Safe place
- Access / Egress
- Emergency Assembly Point
- First aid kit location
- Worksite Protection Marker
- Railway Track Signals
- Points clipped and locked
- EOL Cabinet







